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# Maximum Control: Mastering Your Heavyweight Bike



## Synopsis

As anyone who's been on one knows, big bikes--Harleys, dressers, tourers, cruisers--handle differently than smaller bikes. They have different centers of gravity; they steer more slowly; they put you in a different riding positions; and riding one--especially riding it well--requires different skills. This book is aimed at helping owners of such motorcycles--bikes with big engines, long wheelbases, and a lot of weight--get the best ride out of them. Maximum Control addresses every aspect of riding--steering, positioning, braking, and carrying a passenger or heavy load. With clear information on differences in equipment--brakes, engine, drive system, even tires--this expert, accessible guide provides everything you need to know to handle your bike like a pro. The outcome will be, as promised, Maximum Control--and the ride of your life.

## Book Information

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## Customer Reviews

I have not had the chance to practice all of the techniques described, as they require dedicating serious time to parking lot practice. I have, however, put into practice some of them, without the parking lot drills, on the road, riding two-up, and they have worked superbly! The single technique that I have found absolutely invaluable, is to make judicious use of the back brake. I have started leading with the rear brake, in all braking situations, and it has made my bike remarkably more stable in all braking situations. I have even used the clutch-slipping, while riding the rear brake, techniques, to make tighter-than-usual U-turns -- turns that before I would have my wife dismount, while I jockeyed the bike back and forth, over a period of 5-10 minutes. Now I turn the bike in a

U-turn, with the wife on board, in a matter of 5-10 seconds! If I would invest the practice time in the parking lot, I would be able to handle the bike in absolutely amazing ways, but I am too lazy to do that. The book discusses how to slip a wet clutch, while riding the rear brake, executing U-turns in a frighteningly small area -- you can even progress to doing full-steering-lock turns... This is what the police learn, and how they can handle their bikes in such amazing ways. That level of handling skill REQUIRES 100+ hours of parking lot practice. I just applied some of the techniques, rather poorly, and I was able to make U-turns at really slow speeds, two-up. Even I was amazed at how well I did. I don't ride a heavy-weight bike, but it is 31-years old, and its handling is not that great, but with the techniques I have learned reading this book, I can handle my bike much better than I have ever done before. It has built up my confidence tremendously.

**Maximum Control** The main author, Pat Hahn, is a MSF instructor while two contributing authors are Motor Officer instructors. If you've watched *Riding like a Pro*, then the exercises and concepts taught in *Maximum Control* should not come as a surprise because they're the same. The first 40 pages are almost completely devoted to adjusting/modifying your motorcycle, but I found it to be dwarfed by the content from other books like the *Motorcycle Suspension Bible* or perhaps *Total control* by Lee Parks. However, once the authors discuss Friction Zone, it is all business. I found several discrepancies in *Maximum Control*. The authors talk about how people use the thigh muscles to control the brake pedal in a car, while on a motorcycle the pivot point is on the ankle/heel. I beg to differ. Unless you are short and have small feet, it is exactly the same on a car. I pivot my right foot between the brake and throttle pedals using the heel and ankle. When first learning to drive, it was easy for me to jam on the brakes because that muscle memory wasn't learned. It is the same if I suddenly started to use my left foot for braking. On a motorcycle, I found the muscle memory to translate directly over. But the challenge comes from motorcycle riding boots with stiff soles that don't provide the same amount of tactile response as driving shoes or sneakers. Another discrepancy is cornering. In *Maximum Control*, the authors cite "slow, roll, look, press" while it was drilled into our heads during the MSF Basic Rider Course as "slow, look, press, roll". The latter is intuitive, as you'd want to slow down, look to see your options, press on the bar to counter-steer, and roll open the throttle.

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